# HIPPORHINORRHEA.

Progress of the Pestilence and the Preventive Proceedings of the Philozopists.

Bergh Interrupting Travel on the Third Avenue.

STREET CARS STOPPED

State of the Sick Steeds in All the Stables--Strange and Sad Scenes in the Streets.

"WAIT FOR THE WAGON!"

Harlem Residents Crowding the Bowntown Corners Horseless and Homeless.

The Epizootical Affliction All Over the Land.

The city was dull yesterday: but in a less degree an it has been since the advent of the dread apporhinorrhea. Broadway presented a much ivelier scene than on Saturday and Monday, and the general aspect of animal life was more cheerful and spirited. The stages were running quite frecently and the draymen were out in greater num-ers, with huge loads of merchandise upon their chicles. But the sidewalks were more crowded han was the centre of the thoroughfares; a com-non humanity which makes the world akin and created evidently some feeling of pity well as sympathy in cold and worldly breasts, recalling thought from the absentness of absorbing business anxiety or of petty oles, and it seemed that Broadway wakened to a recognition of the noble duty of self-sacrifice that seldom is fulfilled in its selfish ess; the story of the steps of proud, heartless women and of mean, powerful men who have trod
to be pavement; who have floated along in unconscious companionship, in the amnity of vanity and
arrogance. Those are the components of what has
been known as the "Broadway style"—vulgarly,
the "leg drama" of the city, because of its appeal to
all the sensual traits of New Yorkers and their love for notoriety, popularity and admiration. But yesterday the sensuality, the arrogance and the vulgarity of Broadway were lost in the common stream of humanity that flowed with such mighty distinctions of wealth and power and soloads that clung to them, composed of smartly dressed downtown clerks, prosperous cashiers and air women of lazy dispositions, were only a tithe of the immense tide that at noonday rolled along the flinty street. On the sidewalk mixed all the litan types of humanity that are present mong us, and the widely spread hippo-malaria and brought low the pride of the great, so that a horse was no longer an easy acquisition for the purposes of case and pleasure, and they suffered poor in pocket and ordinarily are compelled to walk, as being no better than themselves. Oh, what a fall was there! The princely merchants strode along the pavement and had the pleasure of seeing some of their draymen on their carts or driving past them at a vaulting pace while they laboriously crept through the crowd It was a remarkable fact that the draymen, who seem to have taken better care of their horses than the public lines of travel, and to have relieved them ble numbers, able to drive them, although of course, quite slowly and tenderly; and the exercise, so said least, but quickened their step with fresh strength and filled their eyes with the vim and liveliness of nown the greatest humanity and consideration

On the contrary, many of the hack horses and the poor steeds that are used before the stages and cars seemed every hour losing their stubborn and almost heroic power of endurance, and disgusting sights were frequent of the most sickening symp-toms of the disease.

for their poor beasts, and not one death among them

toms of the disease.

It is pleasing to remark the continued good condition and happy improvement of the fine horses cept in the uptown livery and private stables, and the fact only proves what was said in the HERALD at first, that only carelessness and ignorance in the treatment of the typhoide laryngite leads to actual death. Very few of the "first class" coaches could be hired yesterday; very few hacks with well-bred and well-kept teams could be seen going around the streets; but there were many of the miserably bony and emaciated steeds whose drivers are the most importunate and in-sulting of mortals, and always drive you mad when their kind inquiries respecting your intentions of riding or walking. These animals presented the most laughable spectacle ever seen in the streets of New York. Most of them were wrapped in blankets, so that they looked like feeble dowagers walking out for their health, and some were even bandaged at the throat from the head to the shoulders with goose grease or some other remedy for the mysterious malady, and were not unlike certain gutteral heavy-minded clergymen who sport those sort of things underneath their reverential china. The poor steeds looked out of their numer-ous wrappings bewildered and seemed to ask, in mute besecolment, whether they had been trans-ported suddenly into the cold portion of Dante's purgatory.

These teams, however, were not in so great de-

These teams, however, were not in so great demand as might be supposed, the public seeming at last to be possessed of a little of the divine compassion for the poor beasts and to have awakened out of their stupor of indifference.

The cars, however, were loaded to a degree of torture excruciating for the horses, and especially those lines which run to the very northernmost limit the stand. The Third Avenue Patternmost limit

of the island. The Third Avenue Railroad presented during the first part of the day the same scenes of suffering and cruelty as have been recounted before: during the first part of the day the same scenes of suffering and cruelty as have been recounted before; but at two o'clock in the afternoon, when the tide of travel had somewhat abated, lo! the great Bergh appeared upon the stage of events, looking exactly as he used to look and guarded by his body-guard of detective agents. The following letter had already been circulated among the news; aper offices to warn them of the coming exhibit of his placked-up caprage: his plucked-up courage :-

his plucked-up courage:—

Ms. BERGH ON THE HORSES.

To ras Entrol of rus Hurald:—

The Foriety for the Prevention of Gruelty to Animals has, for obvious reasons, abriance from interference with the public vehicles at this time, except in cases of exceptional everity in the condition of the suffering charges seems to be getting so much worse that the water-signed deems it necessary to appeal to the humanity of the public, and sat them to cesse indicing on these generous creatures the cruel labors of dragging them beautiful city; and moreover respectfully requests the proprietors of the omnibus and railroad lines to withers or a lime their dying animals from work.

Me more severe relection on our hossied civilization can be furnished than the torments endured by the struggling horses attached to our city whiefes, loaded inside and out with young and robust persons, having a full consclousness of the murderous labor which they are the authors of.

mora numerice in appetiting the reproagnes of con-ence will prove steals worth the frantic services of a sen dying horses. The fairest part of creation already possess the necessarily and to becomotion in the cane paragola of their grand.

the duty of this institution, created for the special purpose of protecting these dofenceless dumb slaves of man
from thoughtlem and deliberate cruelty, to warn the community of its intentions to auppress these needless outrages. Respectfully, HENRY BERGH, President.

Mr. Bergh stopped every car as it came along and
sent it, with the team that was attached to it, back

toward Hariem. At a later hour, however, when the travel of business men toward their homes was much greater, the cars were permitted to run, and were more heavily laden than ever before; and many of the poor horses became exhausted, and were taken out of the harness because they could

not go a step further.

The condition of most of the sales, car and stage stables is little changed, only that in those best conducted the improvement of the afflicted horses palpably in strong contrast with those in which there is exhibited little humanity and less com-

The thoroughbred steeds of the uptown stables are constantly improving. Dan Mace's stock are all fresh and nearly recovered from their slight attacks, and the Bride of the Wind, a noted Hammade a good trotting record, has now all the signs of perfect health, although a day or two ago she was quite seriously afflicted. Mr. Bonner's nags

are quite safe.

The horses of the regular army are almost all affected, and in consequence the following order

HEADQUARTERS DEPARTMENT OF THE EAST, OFFICE CHIEF QUARTERMATER,

NEW YORK CITY, Oct. 28, 1872.

The attention of officers and agents in charge of public animals belonging to the Quartermaster's Department in the Department of the East is called to the "epizootic catarrh," now prevalent among horses. They are directed to observe the following rules for the treatment of this disease, and to report results to this office at the end of the present month and every ten days thereafter, until the disease disappears:

It is assumed that the stables are always kept clean, dry and well ventilated, with plenty of fresh air and sunlight when possible.

It is also assumed that the horses are never overworked, but properly exercised at all times, whether sick or well, and that they are fad with wholesome forage, regularly groomed and kept warm.

Colonel and Assistand Quartermaster General, Brevet Major General, United States Army, Chief Quarter-master.

On the first appearance of the disease give the horse thorough steaming with builed oats placed in a bag as of fastened to the head that the steam from the oats we be inhaled. Repeat this until the discharge from the oats or the steam from the oats were the steam from the oats with the discharge from the oats of the steam from the or, what is better, carbolic distinction, in grains illegen stead cannot be steam from the steam of the steam be inhaled. Ropeat this until the discharge from the nostrile is free and of a natural color. Then take leather, or, what is better, carbolic disinfectant, in grains like large steed camon powder, place it in a shallow pan and burn it where the horse will be obliged to breath it. If the throat is sore (which generally will be the case) apply frequently hot vinegar, rubbing it well in with the hand, and wrap the throat in fiannel dipped in vinegar. Sponge out the nostrils frequently with warm vinegar. Blanket well night and day, but not enough to produce sweating, and give plenty of fresh, clean bedding. Give several brain massles, with from one-half to one ounce of powdered nitre in each, and use linseed meal or fax-seed in the oata. Due tepid water in the mash. The hay and oats should be moistened with water—preferably tur water.

Most cases, if taken in time, will yield to the above treatment; but should the attack be very severe, accompanied with considerable lever and very sore throat, in stead of the vinegar, an embrocation of equal parts of linsed oil, and the subbed in, hight and morning.

"Powell's Embrocation" is very good.

Give asa dreach, night and morning, the following:—Spirits of nitric ether.

1 02.
Laudanum.

1 drachms.

Mix.
Should the horse refuse his feed, offer him frequently thin grael with a handful of pulverized slippery elm bark and licorice root stirred in it.
When convaluesing exercise gently daily and stimulate the appetite with the following balt:—
6 drachims.
6 drachims.

Mix.

A handful of wood ashes mixed with a little sait thrown into the feed trough for the horse to lick up will be reliated by him and be beneficial. The police have reported the following places, at

which deaths of horses occurred yesterday from

the epizootic:—

190 West Fourth street. 517 Washington street, 86 Marion street, 129 Mulberty street, 506 Fearl street, No. 4 Rivington street, 159 Orchard street, 14 East Twenty-seventh street, 625 Sixth avenue, 129 West Twenty-seventh street, 625 Sixth avenue, 129 West Twenty-seventh street, 625 Sixth avenue, 129 West Twenty-seventh street, 625 Sixth avenue, 120 Least Thirty-child street, 437 Second avenue, 250 East Thirty-third street, 450 Second avenue, 260 East Thirty-third street, 450 Second avenue, 260 East Thirty-third street, 450 Second avenue, 261 East Sixth Street, 451 Avenue D. 717 East Eleventh street, 366 Third avenue, 262 East Fourteenth street, 120 First avenue, 262 East Fourteenth street, 120 First avenue, 262 East Fourteenth street, 151 Avenue C. 719 East Eleventh street, 262 First avenue, 262 East Fourteenth street, 151 East Thirteenth street, 452 Avenue 364 East Fourteenth street, 150 East Twenth street, 151 East Eleventh street, 151 East Twenth street, 262 East Twenth street, 27 West Tenth street, 37 North Moore street, 150 Chainmel street, 160 Street and Tenth avenue, 561 West Twenty-third street and Tenth avenue, 157th and 128th streets; 159 East Twenty-third street, 150 Second avenue, 258 East Twenty-second street, 262 East Second avenue, 256 East Twenty-second street, 250 East Twenty-third street; 150 Second avenue, 252 East Twenty-sound avenue, 255 East Twenty-second street, 250 East Twenty-third street, 250 West Entry-second street, 250 East Twenty-third street, 250 West Thirty-seventh street, 486 Cherry street, 150 West Thirty-seventh street, 486 Cherry street, 250 West Thirty-seventh street, 486 Cherry street, 250 West Thirty-seventh street, 486 Cherry street, 250 West Thirty-seventh street, 486 Cherry street, 150 West Thirty-seventh street, 486 Cherry street, 250 West Thirty-seventh street, 487 Cherry street, 150 West Thirty-seven

The lines of cars which stopped running entirely Superintendent Bidgood, of the Sixth Avenue Railroad, is anxious and willing to stop the working of with commendable humanity for this object. As was predicted the other day, it is probable, and more so, that Bergh is at length aroused from his lethargy; that the complete stoppage of all the means of travel will soon occur, ere the hyppo-malaria has ceased its baleful desolation.

The downtown streets are little busier than they were on Monday. The piers are obstructed, the pavements, even near the water, are crowded with goods; the warehouses and stores are cram-med with their accumulation, and the merchanss and carmen wear long and downcast countenances. However, the splendid, sparkling weather in pires new hope and spirit in both man and beast

and there is really a plausible reason to suppose that in general the horses are growing better of the malady. But the worst phases come before the bet-ter, and the end is not yet.

The Car and Stage Lines.

A reporter of the Herald, as usual, visited all the stables of the various stage and car lines in the city. Taken as a whole there was a slight improvement in the condition of the horses, and the officers of the companies agreed in saying that the horses fed better than they had done for some days. The change for the better was generally attributed to the favorable change in the weather. The Ninth avenue line had not yet resumed operations, while two more stopped completely.
THIRD AVENUE LINE.

of affairs is very bad. Mr. Birdsall, the Assistant Superintendent of Horses, said that he did not believe there was a horse in the stable that was not affected by the plague. The condition of affairs was no worse than the day before. He found that, the day before. The company was not working now for money, but for the accommodation of the public. This stood to reason, as it was certainly a matter of greater gain to rest the horses than to run as cidedly order the line to stop he felt confident the officers of the road would be glad, only they did not wish to take so important a step upon their own shoulders. There was no question, Mr. Birdsail said, that it was cruel to drive the sick horses. Elighty cars and 800 horses were at work out of 1,000 in the stables. He thought it would be a matter of greater economy to buy 300 more horses to relieve those which were working at present. He was afraid that the glanders would follow the present disease with the exhausted horses, and then they would all die. Nine horses had died from the malady. Hest was what the horses needed at present more than all else. The reporter learned from other sources that in all probability there would be a complete stoppage of traffic on the line to-day, and that no cars would run at all.

SECOND AVENUE LINE.

Here out 900 horses there were only thirty-seven horses taken completely off, making thirty trips of in the day. There had been only one death since the beginning of the disease. Of the ninety-two cars which were usually run about half were off, as the horses able to work on an average only did half their regular work. It was absurd, the Superintendent said, to talk of dummies, as it would take at least thirty days to get going. Mr. Shaw, the surgeon, said that in case the Third avenue stopped they would have to stop too, as their cars would be swamped. As it was, one car was smashed by the multitude of people which had got on board. He had stroug hope that the disease was passing away, as the sick horses were feeling much better and were eager for their feed.

Mr. Carpenter, the Superintendent of this line, said that thirty horses had been sent down from the Tmird avenue stables to help them out. There were no new cases of disease, and the horses which had it were rapidly improving, he thought. They had adopted the plan of changing the horses cidedly order the line to stop he felt confident the officers of the road would be glad, only they did not

every trip, so as to give them a rest each trip of an hour and a half. This seemed to do them much good. They were running the same number of trips as usual, and got along very well. Mr. Carpenter was not in favor of stopping the cars, as he considered it a greater trial to starve human beings, who could not possibly go ten mies to their work, than even to punish the horses by using them when sick. All he used was tar balls as a remedy, and he found it work well with the horses.

The FOURTH AVENUE LINE.

The Superintendent here said that he was at present only running ten cars on the road, and these were such as were absolutely necessary to the connection with the rallroad. The cars were running seven and eight trips each. Out of the 70 horses employed on the road only eighty were now running. "I consider this the best plan," said the Superintendent: "but you'll see us getting to work when the other lines are all laid up." The condition of the horses was about the same as formerly; there was no notable change. The line would continue to run the ten cars as usual, as the horses which were employed were entirely free from the disease. Since it broke out in the stables there had been only one death.

THE SIXTH AVENUE LINE.

Here the disease appears to have made no further ravages. Mr. Bidgood, the Superintendent, said that at twelve o'clock the horses all fed very well and appeared to be better than the day before. In ordinary times the stable possesses so? horses, which make altogether 734 trips in the day. At present only 342 horses were employed, making 160 trips, as, of course, even those at work could not do the work which they did when completely well. Mr. Bidgood did not believe that there was at present only 342 horses were employed, making 160 trips, as, of course, even those at work could not only the work which they did when completely ended to the best part of the college of veterine was at present a compparatively healthy horse in any acror stage line stable in the city. On his own line, he said, they

horses.

The Belt Line.

This important line ceased running yesterday altogether, and a determined effort is to be made to cure the horses by giving them rest.

The line which runs through avenues C, A and B stopped running yesterday.

THE DRY DOCK.

This line is running about one-quarter of its usual number of cars.

This line is running about one-quarter of its usual number of cars.

OTHER LINES.

The Forty-second street route from Grand street was still running yesterday about half their usual number of cars. The horses appeared to be in pretty good condition.

The Cortlandt street line was running a few cars, as was also the East Broadway and Dry Dock line, but they were hauled off at night.

At the Fourth avenue stage line stables the foreman reported that each stage ran two trips less than usual, making six each. The horses were generally getting better, and of 330 horses in the stables only thirty were entirely taken off. The horses were generally improving.

The Madison avenue line reports that out of 430 horses usually employed only twenty had been taken off their work. The stages only made six trips each. Many of the working horses the reporter noticed were severely diseased.

The Fifth avenue line were running thirty stages yesterday-six more than the day before—and would probably run thirty-five to-day. This was out of sixty run under ordinary circumstances. They were working three-quarters of their horses. The Twenty-third street line of stages, which suspended operations completely last Tuesday, a day after the disease appeared, and gave all their horses complete rest, resumed operations yesterday. They report all their horses, with few exceptions, as being well. This proves that rest is what is needed.

Bergh to the Rescue.

Bergh to the Rescue.

The man would be incurably insane who could rise to remark that the well-known misanthropist and philozooist, Henry Bergh, to wit, was not by far the happiest man in New York, yes-terday. Men might moan in misery, women

ducks might die of drought, chickens might choke for change of air, cats might cry in anguish, dogs might devour one another and all creation animate and inanimate might join in one perpetual and universal howl of wretchedness; but Bergh, the mild and merciful, was in the seventh heaven of beatitude. For several days past he had been CHUCKLING CHEERFULLY

grow and ripen, and day after day he felt himself wholesome dread of public opinion aione withheld him from doing what he feared might only prove a

wholesome dread of public opinion alone withheld him from doing what he feared might only prove a serious injury to the public and its business; but at last the Herald Sounded the ouset and Henry came down on the "hipporhinorhea" "like a woif on the fold."

Yesterday morning Henry sallied forth bright and early to perform his part of that

TARDY JUSTICE

to the suffering beasts of burden which the Herald felt compelled to call for. He was absent from his office on Fourth street and Broadway during the entire day. He spread himself and his command all ever the city, and suffering horses innumerable were relieved from torturing toil by the influence of his brute-loving guard, but whether he really effected more good than harm still remains, of course, an open question. Walking up Broadway in search of the amilable President of

THE SOCIETY WITH THE LONG NAME ending with "animals," a Herald reporter saw a horse seized by one of Bergh's men. It was owned by a poor carter who looked every whit as wretched as the beast, and was engaged in a horrible endeavor to draw a heavy load of household furniture. It was truly a sorry-looking creature, frightfully afflicted with the prevalent malady. Bergh's officer compelled its owner to proceed to the corner of Fourth street and Broadway, where the wagon was drawn up before the door of the society's office. Here

was drawn up before the door of the society's office. Hero

THE SUFFERING ANIMAL

was compelled to stand with its burden while the unfortunate owner went to procure another horse to do duty for the disabled one. After a considerable time he found one for whose services he had to pay four dollars; returned with it to the office, and drove it off with its load, followed by his own bruie, the latter, it should be remarked, being a very little, if it all, worse conditioned animal than its substitute. Of course that made no difference; Bergh's man had done something

TO SHOW HIS EFFICIENCY,
and that was all that was deemed necessary. "I don't know," said the unfortunate driver of the wagon to a sympathizing bystander, "I don't know what good they done by this. The poor baste has come further than he'd have to go if I was let alone, and his standing here in the cowld for the last hour has done him more harm than if he was working. The horse I got is worse than the other, and yet they'e let me use him." And so he drove off, a very jair example of such cases as Mr. Bergh's men provided for yesterday.

Stopping of the Third Avenue Line by Mr. Bergh.
There can be no doubt, of course, that the epizo-

otic has been seriously detrimental to the progress of business, but there is just as little doubt that the streets of the city present a far livelier appearance now than they have done within "the memory of the oldest inhabitant." The sidewalks were crowded yesterday with people of all ages and both sexes, who were formerly wont to roll along in the street cars. Some of them ground pitcously over their compulsory and unusual exertion; som coolly accepted the situation and moved along as cooly accepted the situation and moved along as though they had never been doing anything else all their lives, and some jolly-faced victims skipped away on their long journeys laughing at the whole thing as an approach to the finest joke of the sen-

of yesterday was witnessed near the junction of Third and Fourth avenues. Here, on the Third avenue line, there is a switch enabling the cars to pass from the up to the down track and vice versa and here Mr. Bergh stationed himself about two o'clock with Mr. Hatfield, Superintendent of the society, Dr. Crane, S. S. Field, a society's officer. and two or three metropolitan policemen. Along came a Third avenue car. When it passed the switch Mr. Bergh and the officers placed themselves in front and brought it to a stop.

"Pull your pin," said field to the driver.

"What for " asked Jehu.

Mr. Bergh pointed to the YELLOW-LOOKING NOSES OF THE HORSES, and said. "These animals are too sigh to work.

Take the other track and go back to the stables, I'll go with you."

The driver at first appeared inclined to sulk, but a glance at the policemen's batons persuaded him to lower his car-hook, so he grimly "pulled his pin" in peace and turned his horses.

"CHANGE CARS!"

to lower his car-hook, so he grimly "pulled his pin" in peace and turned his horses.

"CHANGE CARS!"

shouted the conductor. The passengers looked incredulous and hesitated; but on being convinced that the car was really returning up town they rose and poured themselves out upon the street to wait for another vehicle. The horses were yoked to the other end of the car and started off on the back track for the depot, accompanied by Messra. Bergh & Hatfield, who left the other two officers with the policemen, charged to turn back every car on the line as fast as it approached, while they proceeded to the company's depot at Sixty-sixth street to stop the stream of cars at its source.

It was promptly sent after its predecessor, and so with the others. The delay occasioned by changing from one track to the other soon caused a long line of cars to be visible close together, extending up a dozen blocks or so; the depositing of load after load of passengers; the assembling of numbers of persons who had walked so far up town to get a car; the approach of others who wanted to go down town and could not easily be convinced that they must walk or not go at all, and the increase to the crowd formed by the disinterested passers by who came to see the cause—all created a rather lively and unusual scene of excitement.

THE KRIT OF PASSENGERS.

from the cars was more than amusing. On one side was a group denouncing Mr. Bergh in hearty terms. Near by was a stout old woman, calling loudly to each conductor to return her money, "the thieves of the world," and not commit highway robbery on her in that alry style. She and her friend had only travelled one block and had to pay ten cents for it. "Fill never be home in time," said another, "to get the ould man and the childer their supper."

"Will you take me to the City Hall?" asked one

"Will you take me to the City Hall?" asked one irate gentleman of the conductor.

"I can't; they won't let me."

"Well, then, give me my money."

"Oh, I couldn't do that."

"Then, by —, you'll have to take me back!" and he stayed where he was.

"Must I return?" asked a sulky driver.

"Yes." answered Fields, firmly; "pull up your pin."

"Yes," answered Fields, firmly; "pull up your pin."
"Then by —"—an ugly oath—"I'll promote some of you some day!" and he
BRANDISHED HIS CAR-HOOK
menacingly; but he went back for all that, thanks, perhaps, to the few good-humored policemen who were keeping the crowd back. As he drove off he shouted, "All right; 'tis Vanderblit is doing all this!"

Just then a couple of spicy-looking chaps, dressed

this!"

Just then a couple of spicy-looking chaps, dressed to kill, approached the reporter, and one whispered, "That fellow"—pointing to Bergh's assistant—"has put up all this job. He is a discharged conductor from this line."

The reporter knowing better, however, said, "How do you know? Who are you?"

"We are conductors on this line," answered the whisperer.

whisperer.

The reporter surveyed the exquisites from head to foot, wondered where men with such small pay could get such fine clothes and loud jewelry, formed his opinion rapidly and turned gadly away.

Interview with Mr. Bergh. When Mr. Bergh arrived meanwhile at the depot of the Third Avenue line, at Sixty-sixth street, his appearance was greeted with a great deal of surappearance was greeted with a great deal of sup-prise and anger. The President, Superintendent and others were inveighing loudly against him and against his efforts to ruin the line, when suddenly Bergh appeared in the body and took the citadel, as it were, by strategy. When

MR. BERGH ENTERED THE OFFICE of the President the door was immediately closed, and all except the officers of the company were excluded. The interview between these and Mr. Bergh lasted about one hour, when the door opened, and he (Mr. Bergh), having hold of the door, said

dictatingly to the President:—
Mr. Bergh—It is agreed, then, that you shall run no sick horses on the road?

The PRESIDENT-Very well. But I beg of you to allow the cars to run to-day. Do not impede them, and to-morrow I shall not run a single sick horse on the road. But, you see, to take them off at present would cause a great deal of trouble to the Turping to the Superintendent the President

"Do not allow any emaciated horses to leave the stable. Be careful that those which go out are the

best that can be got in the stable. Be very careful to do this." MR. BERGH. HAVING ACCOMPLISHED HIS OBJECT. walked out of the room, when the reporter of the

HERALD addressed him:"What have you arranged with these people, Mr.

"I have simply done," answered Mr. Bergh, "what I conceive to be my duty. I was obliged to send home, down there at the Cooper Institute, sixty teams, which were unfit to do any work. All

sixty teams, which were unfit to do any work. All of them were running at the nostrils, and some were too weak to be of the slightest service."

Mr Bergh and the reporter were walking down the staircase, and, passing out of the door, reached the sldewalk on Third avenue.

A HUNDRED SCOWLING FACES:
watched Mr. Bergh and the reporter. One man endeavored to get up a hooting against the great humanitarian, but falled.

Mr. Bergh turned to the depot, and, pointing up at it, he said solemnly, "Look at that magnificent depot. Think of the fine brown stone fronts that these people live in, all made by the toil of these poor animals. But they are not satisfied with all this—they must even work the horses which give them their fortune when the poor brutes are unable to put one foot before another. Now, mind me.

don't wish to

INCOMMODE THE PUBLIC,
but can they expect to be hauled by horses which
are ready to drop dead? I am the servant of the
public. I am bound, as far as it is in me, to prevent cruelty to animals. There is a law passed to
this effect. Can I, then, conscientiously permit
that diseased horses snall be allowed to do this
hard work? The Herald said some hard things
about me a day or two since because I did not stop
all the horses from working. This I don't wish to
do. I stand midway between the public and these
men, and act as I

CONCEIVE TO BE MY DUTY

do. I stand midway between the public and these men, and act as I

CONCRIVE TO BE MY DUTY
towards both. I don't wish to be too hard on the railroads, but I shall certainly stop them when they use sick horses."

"But the company says, Mr. Bergh, that they only run to accommodate the public, not for the money."

"Humbug, sir. With their great love for the public would they ever let the public ride for nothing, no matter how poor the public? They never forget to exact their fares, so that we may reasonably suppose it is for their own benefit."

"Then, what arrangement have you come to?"

"Simply that they shall run no more diseased horses. They asked to be allowed a day's grace, and, in the meantime, have a meeting of the Board to Fundamental the content of Directors to-night, at which they will decide not to run any more at present."

Mr. Bergh then departed on more phtlohippic enterprises.

DID THE CARS STOP?

Meantime the seciety's officers at the Conner In-

Mr. Bergh then departed on more philohippic enterprises.

DID THE CARS STOP?

Meantime the society's officers at the Cooper Institute kept sending back the cars as fast as they arrived. For two hours they came and went without cessation, giving the reporter a very clear suspicion that as fast as the returned cars arrived at the depot they must have wheeled round again and come back as bold as ever. Indeed he noticed more than one conductor whom he had seen driving back previously with his vehicle. The shades of night had fallen, as the novelists asy, when Mr. Bergh returned to fifth street and the Bowery, informed his officers of the result of his interview at the depot and withdrew them, after which the cars of the Third avenue line were permitted to pursue the uneven tenor of their way for the remainder of the evening.

THE HUMORS OF THE DAY, as well as its embarrassments, were considerably increased in the afternoon, when the uptown dwellers who do business in the lower part of the city quitted their offices, stores and shops to return home. The infirm, lame and lazy members of uptown-dom were in agony at the long and weary prospect before them; the light-hearted laughed and looted it bravely, and the sour-tempered and sore-headed—a very large party—who would have sneered at Mr. Bergh had he neglected his self-imposed duty, now growled at him for a meddling busybody, and swore much more vehemently and frequently than even their fancied caiamities warranted.

The "Dummy" Engine Project.

The "Dummy" Engine Project.

In consequence of the action taken by the Board of Aldermen on Monday permitting "dummy" engines to run on the street car tracks for a period of thirty days a HERALD reporter was yesterday assigned the duty of finding out how far such a course would be practicable. The first place visited was the railway depot at Jersey City, where it seemed probable that "dummies" would be em-ployed and could be made serviceable upon the car tracks in a great emergency, such as is now threat ened by the sickness of the horses. Mr. Barker, the acting manager, however, stated that only "live" engines were worked upon the line, and when questioned expressed the opinion that the project of running steam engines upon street car tracks was absurd, as they could not ascend the grades with a train in tow and would be unable to turn the curves. At the Hudson River Railroad depot the writer discovered, notwithstanding Mr. Barker's assertion, that there are eight dummy engines employed by the company to tow freight trains up to the depot in Thirtleth street, and these proceed along the street

CAB TRACKS IN WEST STREET

and turn several not very sharp curves with ease. As there is not a single short curve upon the Third avenue line, the idea of running dummies upon itat least as far down as Chatham square, where there is a very steep incline—seems reasible; but the dimenty stems chiefly to conened by the sickness of the horses. Mr. Barker,

sist in the dearth of dummies, the danger to pedestrians and the numerous stoppages necessary to take up or discharge passengers from a crowded train of say, for example, four ears. The Third Avenue Car Company has one engine, which is attached to its snow-sweeper. But one dummy would be utterly inadequate to perform all the work required. An engine used to be employed on the Fourth avenue line to drag freight cars down to the Centre street depot, and this fact banishes all doubt as to the capability of the rais and ties to stand the strain imposed upon them by the weight of the engine. There are several dummies on the Coney Island and other Brooklyn lines, and as these partly run upon the street car lines they might be made to supply temporarily the place of the sick steeds. The greatest barrier to the success of the scheme of running dummy engines and being forced by accident into the realization of dreams of quick transit in the city, however, is the lack of engines. Companies possessing dummies now find them far too useful to be readily induced to part with them; and it is to be hoped that before any more could be constructed the terrible murrain which is prostrating the horses will have vanished like a hideous nightmare.

#### THE EQUINE MALADY IN BROOKLYN.

The horse distemper has increased in Brooklyn lespite the more favorable change in the weather of the past few days. Pedestrianism has grown to be more fashionable by virtue of compulsion. The wealthy in the present instance are reduced to a like footing with the poor, so far as commanding the use of the horse is concerned. The disease has spared neither the humble, thatched shed which serves as a shelter to the laboring man's poorly kept beast, nor the comfortable and more enviable equine abode of the sleek, fat pampered animal, whose prancing or trotting gait when gayly caparisoned is the pride of the wealthy nabob. Hippomalaria has proved to be no re-specter of horse. All share alike in his attentions. But it is unnecessary to state, perhaps, that THE MORTALITY IS GREATEST

among the animals owned by the poor, as they is with the utmost reluctance that working men take their horses from the traces, because of their inability to dispense with the of their animals until the latter are no longer able to stagger under their burden. This is of course very short-sighted policy and frequently results in the loss of the horse by death. The appearance of the streets was remarkable yesterday because of the great number of people to be seen thronging the sidewalks (crowding past hand carts and wheetbarrows heavily laden), and the absence of horses and vehicles on the roadway. No less than twenty-nine dead horses were reported at Police Headquarters yesterday. The precincts report the localities of the fatal cases as subjoined. their animals until the latter

Ities of the fatal cases as subjoined.

DEATH BOLL.

Second Precinct—Dead horse at tee dock, corner of Jay and John streets; one at 244 Water street; one corner of Nays street and Green line; one Hudson avenue; one at white lead works, foot of John or Hudson avenue; one at white lead works, foot of John or Hudson avenue; one at White lead works, foot of John or Hudson avenue; one at Duncan's stable. Bond, corner of Warren street; one in Carey's stable, Bond, corner of Warren street; one at Duncan's stable. Be Butter street.

Fourth Precinct—Dead horse at No. 13 Adelphi street; one on Johnson street, near Hudson avenue; one at No. 47 Graham street, stables.

Fifth Precinct—Four dead horses in various private stables.

stables.

Sixth Precinct—Two dead horses in stables corner of Jackson street and Graham avenue.

Seventh Precinct—Dead horse in Pranklin street car stables; one at No. 53 Newell street; one corner of Huron and Franklin streets.

Eignth Precinct—Dead horse in stable.

stables; one at No. 53 Newell street; one corner of Huron and Franklin streets.

Eignth Precinct—Dead horse in stable on Prospect avenue, near Sixth avenue; one in Seventeenth street, near Sixth avenue.

Ninth Precinct—Dead horse on the corner of Brooklyn and Fulfon avenue; one in the rear of No. 281 Van Buren street; one at 664 Madison street; one in the stable on Fulfon avenue; one on Atlantic avenue.

Tenth Precinct—Dead horse corner of Third avenue and Bergen street; one at Bedford Browery, Dean street.

The office contractoric corte are greatly sevenies.

The offal contractor's carts are groaning under their burden, and the rendering establishment on Barren Island is beginning to find its capacity se-verely taxed. The end is not yet. The veterinary surgeons are reaping a golden havest, several of them having as many as 300 sick horses under

treatment.

The city railroad company officials report an improvement in their horses last evening. They ran about half their cars all day. The President of the Canarsie Steam Railroad tendered the use of his steam dummies to the President of Atlantic street and Fifth avenue horse road yesterday. The offer will be accepted should the condition of the stock continue to grow worse.

### THE DISEASE IN NEW JERSEY.

The Horse Plague Spreads Among the

It is reported that the mysterious malady among the horses has also spread among the cows in the vicinity of Newark. G. L. and A. G. Mitchell, East Orange dairymen, have lost, it is stated, fifty head of cattle out of sixty-five of the finest milch cows of cattle out of sixty-five of the finest milch cows in the State. Among the equine race there is an increase. Two deaths only are reported, however. The Springfield avenue line is running but three cars owing to the sickness of the horses, trips being made at intervals of an hour and a half. The Bloomfield and South Orange lines are not running at all, as all their horses are affected with the discase. The horses of the Orange and Newark Horse Car Rallroad Company are seriously affected by the maiady, but none of the cars have as yet been withdrawn.

It is feared that the illness of the milkmen's horses will interfere with the regular supply of milk. The streets of Newark have been quite descrited for several days by the noble beast. The alleged nobler beast, man, did good work yesterday as drawers of furniture, dry goods, groceries, &c., along the main avenues, much to the amissiment of the sidewalk measurers. There was quite a turnout too of ox teams.

turnout, too, of ox teams.

#### The Hippomalaria in Mount Helly and Princeton.

TRENTON, Oct. 29, 1872. This city has not as yet been visited by the epizootic. But rumors from the surrounding neighborhood indicate that it is fast approaching. In Tyburn, four miles south of here, where Mr. Joseph Headly has his stables, three cases are re-

ported, one of them very bad. Mr. Headly's ported, one of them very bad. Mr. Headly's splendid and valuable trotting horse Flushing is one of the victims. This is a widely celebrated trotter, having distinguished himself herectofore on the turk. But the symptoms of the disease have not as yet assumed a very dangerous character in this case. Mr. A. C. Drake, of Pennington, eight miles from here, has a four-year-old colt, of very good promise, afflicted. In Mount Holly, Bordentown. Princetown and other remote towns, several cases are reported; but the character of chese is such as not to cause much alarm. Horse medicine peculiar to the prevailing disease is in much demand here.

Horses in Paterson Stables Affected.

PATERSON, N. J., Oct. 29, 1872. The horse disease is rapidly increasing, and fully forty cases are reported to-day, some of then very bad ones. The disease has appeared in most of the livery and express stables. The express companies have much difficulty in moving freight, their horses in New York as well as here being sick with the same complaint.

### THE DISEASE ELSEWHERE.

The Horses Getting Better in Boston-Partial Resumption of the Street

The equine epidemic in Boston is beginning to pass away. Most of the express companies and truckmen have brought many of their horses up to such a stage of convalescence as to use them a portion of the time, and commerce and the transfer of the necessities of life have been greatly facilitated the necessities of life have been greatly facilitated in consequence. The Metropolitan is the only horse railroad company that has yet attempted to do business since the total suspension, and even only one-eighth of their usual number of cars are out. The South and East Boston, Cambridge, Charlestown, Highland and other out-of-town lines are still idle, and also the Washington street and Charlestown line of coaches. Just about enough hacks to supply funerals and do transfer between the hotels and depots are to be obtained at extravagant prices. Oxen, mules and now and then vehicles drawn by men are not strange scenes upon the street. Numerous dealers in Jurniture, teas and musical instruments have taken advantage of the epidemic excitement to haul empty cases through the streets preceded by a band of music; but the advertising dodge was so transparent that it will probably be abandoned after to-day.

## The Episootic in Bridgeport, Conn.

On the night of Friday, the 25th, the first pronounced cases of epizootic made their appearance in the stables on Middle street, and now every stable in town has it, and many hundred horses are affected. As yet there are no fatal cases, but there s great inconvenience resulting from this state of andars. The car companies have taken off about half their cars and run fewer trips, and physicians find it very difficult to get about and visit their patients, not a doctor in town having a free stable. The disease is supposed to have reached its climax here, and an abatement is daily looked for in the number of sick animals.

The Canal Boats Delayed. OSWEGO, N. Y., Oct. 29, 1872.

The movement of produce by canal continues light, in consequence of the epidemic among horses. Over two-thirds of the canal horses are

affected with the disease. Several horses belonging to the Midland Railroad Company were taken sick yesterday. Two tugs were sent out yesterday to pick up and tow the boats on the canal. The weather is cool and bracing.

The Disease at Port Jervis.

PORT JERVIS, N. Y., Oct. 29, 1872. this vicinity. The toat horses employed on the Delaware and Hudson Canal are the principal suf-

Two-Thirds of the Horses Sick at the

State Capital.
ALBANY, N. Y., Oct. 29, 1872. Two-thirds of the horses in this city are disa by the distemper, and business is considerably affected thereby.

New Yorkers Hiring Oxen at Poughkeep-sic-Five Yokes of Oxen Coming to the City To-Day. POUGHKEEPSIR, Oct. 29, 1872.

New York men are arriving here by every train in search of oxen to convey back to the metropolis to do their carting. A number of yokes have already been obtained. Mayor Eastman is receiving telegrams hourly and has his hands full of busi-

R. Hillyer & Sons, druggists, at 58 Cedar street, New York, have secured a yoke from Mr. James Roosevelt, on the Hyde Park road,

Monroe, Chamberlain & Co., of 45 Murray street, have procured a yoke of oxen and a boy to drive them, from Mr. Burhans, on the Hyde Park road. E. R. Macey & Co., of William street, have telegraphed for six yoke, and have probably got them by this time.

graphed for six-yoke, and have probably got them by this time.

Lang & Robinson, of No. 1 Front street, have a man here in search of oxen.

D. K. Ducker & Co., of 42 Fulton street, telegraph as follows:—"We want oxen by the week. Supply us by to-night's boat."

J. Munroe Taylor, chemical works, 112 Liberty street, telegraphs, "We want ten yoke of oxen for four weeks. If our horses recover our freight cannot be delivered under four weeks."

S. D. Palmer & Co., liquor importers, telegraphs, "We want twelve yoke of oxen immediately. Send them on right off."

Mr. John Roosevelt will send his oxen to New York by boat to-night.

A drove of fifty oxen passed into Putnam county yesterday, and are being followed up by energetic New Yorkers. They say they will have them as almost any price. Mayor Eastman sent a man into the county yesterday and he returned last night. He reports that he has secured twenty-three yoke, and some of them have already arrived. More are expected to-day, and all will be forwarded by propellors John L. Hasbrouck and Daniel S. Miller. Oxen are also being shipped for New York at other points on the Hudson. The demand for them is a feverish one, and as yet it is impossible to supply it. In a day or two, however, the way the news is now travelling, oxen will come pouring in from all quarters, and the price per day for them may decline. At present the priceper sange from \$3 to \$12 per day for a yoke, with driver accompanying. The freight on a pair of oxen from here to New York men for the "critters" is sometimes amusing.

The "dicker" between the farmers and the New York men for the "critters" is competitive.

One man to-day (a New Yorker) went out on the road to hire a yoke he had heard of, when the following occurred:

New Yorker—Say, boss, I want to hire your oxen for three or four weeks to take to New York to do our carting.

Farmer—What d'ye pay?

New Yorker—Six dollars a day with driver.

Farmer—Six dollars a day with driver.

Farmer—Well, now, that ar'nt enough for them ar' critters. That ar' off ox ken pull a horse down. Say \$\$ a day and their your'n.

New Yorker—Well, old man, we won't quarrel; git 'em ready. Is this boy to drive 'em?

Farmer—Well, I don't know about that. You know that York is a hard place. I'll have to step in and see the old woman about that.

(All three entered the farmer's kitchen.)

Farmer—Mother, I have hired out Brindle Bob and Jim to this Yorker and he wanis the boy to go with 'em and drive 'em.

Farmers's Boy—Oh yes, mother, you know I can look after 'em better than poppy; I'm spryer.

Mothers—Yes, Johnny, but who'll look after you i (Turning to New Yorker) Do you belong to church New Yorker—Oh yes; our firm are all church members; go to Henry Ward Beecher's; we'll look after the boy.

Mother—Ten Mr. Beecher he's allers went to Sunday school and bin a good boy; now do take care of him.

New Yorker—Nover fear, aunty; I'll take him to Sunday School and church.

When the boy and New Yorker left the farm, with the oxen, the mother stood in the kitchen doorway, wiping her eyes, and the "old man" was learing over the barnyard gate.

Philadelphia and Camden.

PHILADELPHIA, Oct. 29, 1872. While the existence of the horse disease is denied in this city yet there are a number of cases of horse sickness reported where the symptoms are similar to those of epizootic. The cases reported yesterday are improving, and fatal results are not apprehended. In the Market street stables twenty hended. In the Market street stables twenty horses are afficted with a racking cough, and two of the cars have been withdrawn. Several horses in the Green and Coates streets stables were attacked to-day with a cough and taken off the line. Four cases, the symptoms of which are of a more violent character, are also reported in the Montagomery street stables. The epidemic, if such it is, appears here in a very mild form.

There are now one hundred sick horses in Camden.

The Disease Developed in Baltimore BALTIMORE, Oct. 20, 1872.

The horse disease has fully developed in this city. Fifty cases are reported to-day by one veterinary

At Columbus, Ohio. COLUMBUS, Oct. 29, 1872.

The horse epidemic, has broken out here. Two horses were attacked yesterday, and another to-

The Disease Among the Horses at Hal-

HALIPAY N S Oct 20 1872 The horse disease is reported here, and owners

### are taking every precaution against it. DREADFUL ACCIDENT.

Broker Instantly Killed in Wall Street-A Heavy Piece of Timber Dashes Out His Brains-Carclessness

Shortly before two o'clock yesterday afternoon Mr. Luther C. Gallagher, son of the Rev. J. S. Gal-lagher, of 69 Broadway, the agent of Mr. William P. Douglass, was passing the new marble bank of Drexel, Morgan & Co., now in course of construction in Wall street, when a large piece of scantling fell from the topmost story and struck him upon the head. The timber was about five feet in length and six inches in diameter, yet

length and six inches in diameter, yet it was broken in two pieces by the concussion. Mr. Gallagher fell with his head upon an iron stanchion lying near the gutter, and it was instantly covered with the blood and brains of the unfortunate young man. When picked up by the bystanders the following oill of exchange was found in his hand, and it is supposed he was reading it when the fatal timber struck him:

New York, Oct. 19, 1872.

No. 946—Exchange for 2509 7s. at 245.—Cr. R. 554—53.73.
On demand pay this first of exchange, Ac., to our order the sum of £609? s. sterling, for value received by P. Douglas, in amount paid to the Hampshire Banking Company.

To Rev. J. S. Gallagher, No. 63 Broadway, room No. 62.

The injured man was at once conveyed to the New street station house, but he only survived his arrival a few moments. The deceased was thirty years of age, and resided in Bloomfield, N. J.

Coroner Herrman was notified, and will hold an inquest upon the remains of the hapiess genileman. What caused the dislodgment of the scantling will be made a subject for special investigation, as several accidents of a somewhat similar nature have occurred since the building at the corner of Broad and Wall streets was commenced.

### ROVING RED MEN. A large party of the wards of the "Great Father,"

Grant, arrived last evening at the Grand Central Hotel. They are in the charge of Special Indian Commissioner Captain Henry E. Alvord, of Virginia. The delegation is made up of chiefs of the Klowa. Comanche, Apache, Arapahoe, Caddoe, Witchita, Kerchie and Delaware tribes, with ten squawe, comprising in all about fifty-two persons. They comprising in all about fitty-two persons. They have come from Philadelphia, where for several days they delighted the heart of the philanthropic George H. Stuart, who discovered in their demeanor strong testimony in favor of the continuance of the "peace-and-good-will" policy toward them and their kin. They have been to Washington and have had a "long talk" with the "Great Father," during which they promised much, and were not too modest to ask for what they consider an adequate compensation for their good behavior. They will "do" New York as thoroughly as it is possible for them in a few days. Unwearled by travely or the dissipation of city life, some of the Comanches attended the circus last evening, as they were unwilling to allow any time to pass unimproved by sight-seeing. The majority of the braves, however, loiled and smoked in their rooms, and placidly permitted the gaze of the many fair ones, who remained, careless of the fumes of the weed, and pointed out and admired the physical perfections of the red cutthroats of the canyons and polarooms of the prairies.